



5TH CATEGORY - HISTORIC RACING
GROUP N
 APPROVED VEHICLE SPECIFICATION

This form details the approved specifications of individual vehicle models in the 5th Category Historic car group. To be issued with an Historic Log Book, cars need to comply with these specifications, the physical appearance shown in the illustrations and the general historic rules as detailed in the current Motorsport Australia Manual.

Make of Car:	Chevrolet	Model:	Chevy Nova II
Period of Original Manufacture:	1965		
Motorsport Australia Historic Group:	Nb		
Date of Issue of this Document:	April 2021		



Refer to CAMS Manual of Motor Sport, Vehicle Eligibility, Historic Touring Cars, General Requirements & Nc Regulations for permitted modifications.

Update Log

May 2020	GM Motorsport Block Part # 88962516 added

SECTION 1 - CHASSIS

1.1 CHASSIS FRAME

Description:	Uni body, with sub frames
Period of Manufacture:	1965
Manufacturer:	GM Chevrolet
Chassis no. from:	N/A
Chassis no. location:	On plate on left side door hinge pillar
Material:	Steel
Comments:	None

1.2 FRONT SUSPENSION

Description:	Independent - upper & lower wishbones	
Spring medium:	Coil	
Damper Type:	Telescopic	Adjustable: No
Anti-sway bar:	Fitted	Adjustable: No
Suspension adjustable:	Yes	Method: Caster, camber and toe
Comments:	Refer to Appendix A	

1.3 REAR SUSPENSION

Description:	Live rear axle	
Spring medium:	Mono plate leaf	
Damper type:	Telescopic	Adjustable: No
Anti-sway bar:	Fitted	Adjustable: No
Suspension adjustable:	No	Method: N/A
Comments:	Refer to Appendix A	

1.4 STEERING

Type:	Recirculating ball	Make: Chevrolet
Comments	None	

1.5 BRAKES

	Front	Rear
Type:	Drum	Drum
Dimensions:	63 mm x 241 mm	241 mm diameter x 50 mm
Material of drum/disc	Cast iron	Cast iron
No. cylinders/pots per wheel:	One	One
Actuation:	Hydraulic	Hydraulic
Caliper Make:		
Material		
Master cylinder make:	GM	
Type	Tandem	
Adjustable bias:	No	
Servo Fitted:	Optional	
Comments:	None	

SECTION 2 - ENGINE

2.1 ENGINE

Make:	Chevrolet				
Model:	Small block - 327				
No. cylinders:	Eight	Configuration:	Vee		
Cylinder Block-material:	Cast iron	Two/Four Stroke	Four		
Bore - Original:	101.6 mm	Max. allowed:	103.1 mm		
Stroke - original:	82.55 mm	Max. allowed:	82.55 mm		
Capacity - original:	5754 cc	Max. allowed:	5513 cc		
Identifying marks:	88962516 Engine Block Casting Numbers:				
	TBA				
	Or others by specific approval				
	10066034 Engine Block Casting Numbers:				
	3782870	3789817	3790721	3791362	3794460
	3858174	3858180	3858190	3868657	3876132
	3903352	3914660	3914678	3932368	3955618
	3970010	3970014	3970016		
	Or others by specific approval				
Cooling method:	Liquid				
Comments:	Aluminium block/cylinder head engine NOT permitted as GM documented production was only 60 units. This does not meet the requirement of 1,000 units in 12 months.				

2.2 CYLINDER HEAD

Make:	GM				
No. of valves/cylinder: Two	Inlet:	One	Exhaust:	One	
No. of ports total: Eight	Inlet:	Four	Exhaust:	Four	
No. of camshafts: One	Location:	Block	Drive:	Chain	
Valve actuation:	Pushrod and rockers				
Spark plugs/cylinder:	One				
Identifying marks:	N/A				
Comments:	None				

2.3 LUBRICATION

Method:	Wet sump	Oil tank location:	N/A		
Dry sump pump type:	N/A	Location:	N/A		
Oil cooler standard:	None	Location:	N/A		
Comments:	None				

2.4 IGNITION SYSTEM

Type:	Points, coil & distributor				
Make:	Delco				
Comments	None				

2.5 FUEL SYSTEM

Carburettor Make:	Rochester	Model:	Quadrajets		
Carburettor Number:	One				
Size:	750				
Fuel injection Make:	N/A			Type:	N/A
Supercharged:	No			Type:	N/A
Comments	None				

SECTION 3 - TRANSMISSION

3.1 CLUTCH

Make:	Chevrolet
Type:	Diaphragm
Diameter:	264 mm
No. of Plates:	One
Actuation:	Hydraulic
Comments:	None

3.2 TRANSMISSION

Type:	Four speed all Synchronesh
Make:	GM Muncie M20 (wide ratio) or M21 (close ratio)
Gearbox location:	Behind engine
No. forward speeds:	Four
Gearchange type and location:	H pattern Remote on floor
Case material:	Cast iron or Alloy
Identifying marks:	N/A
Comments:	None

3.3 FINAL DRIVE

Make:	Chevrolet	Model:	Salisbury 10 or 12 bolt
Type:	Live rear axle		
Ratios:	Various		
Differential type:	Limited slip		
Comments:	None		

3.4 TRANSMISSION SHAFTS (EXPOSED)

Number:	One
Location:	
Description:	Tubular and Open tail shaft with twin uni joints
Comments:	None

3.5 WHEELS & TYRES

Wheel type - Original:	Pressed disc	Material - Original:	Steel
Wheel type - Allowed:	Cast	Material - Allowed:	Aluminium alloy
Fixture method:	Studs	No. studs:	Five
Wheel dia. & rim width	FRONT		REAR
Original:	5" x 14"		5" x 14"
Allowed	6" x 15"		6" x 15"
Tyre Section:			
Original:	14" x 6.95"		
Allowed:	Refer approved tyre list.		
Aspect ratio - minimum:	60% minimum aspect ratio		
Comments:	None		

SECTION 4 - GENERAL

4.1 FUEL SYSTEM

Tank Location:	Boot	Capacity:	61 litres
Fuel pump, type	Mechanical on engine block	Make:	AC
Comments:	None		

4.2 ELECTRICAL SYSTEM

Voltage:	12	Alternator fitted:	Yes
Battery Location:	Engine compartment		
Comments:	None		

4.3 BODYWORK

Type:	Uni body, with sub frames	Material:	Steel
No. of seats:	Five	No. doors:	Two or four
Comments:	None		

4.4 DIMENSIONS

Track - Front:	1438 mm	Rear:	1430 mm
Wheelbase:	2794 mm	Overall length:	4138 mm
Dry weight:	1202 kg		
Comments:	None		

4.5 SAFETY EQUIPMENT

Refer applicable Group Regulations

Appendix A

Suspension

Front

Spring height adjustment permitted.

Rear

Spring height adjustment permitted.

Carburettor

Barry Grant reproduction carburettor not approved.

Cylinder Head

Conditional upon individual application:

- Dart Iron Eagle 180 SBC 23 Degree cast iron part no 10120010
- RHS "Pro Action" 23 degree Cast Iron SBC head – (180cc Intake Runner/64cc chamber).
 - Part No. 12317 straight plug
 - Part No. 12318 angled plug

Where Dart Iron Eagle 180 SBC 23 Degree cast iron part no 10120010 is installed, you must include an MSD Soft Touch rev limiter Part No 8728 that controls the engine to a maximum of 7500 RPM.

This rev limiter must be mounted in a visible, easily accessible position in the engine bay. The operation of this MSD Soft Touch rev limiter will be subject to tests at race meetings.

The heads to be in the manufactured state, save for refacing the cylinder gasket face and matching the inlet ports by not more than 12mm from the port face.

The limiter will be subject to testing at race meetings.

Log book endorsed and the engine sealed are required.

1. Engine to be assemble to short motor without sump.
2. Heads to be assembled ready to be fitted to engine.
3. 2 sump bolts/studs to be drilled. 2 top timing case bolts/studs to be drilled.
4. The sealer will pick two valves from one cylinder of either head to be removed to check that under the valve head and the ports are unmodified and that the valve heads are 2.02" in diameter for the inlet, and 1.60" for the exhaust.
5. Check the inlet and exhaust ports are unmodified except for the allowance allowed, from the manifold faces, into the port for manifold alignment.
6. Combustion chambers are to be as per above.
7. Measure bore and stroke.
8. Note whether 2 bolt or 4 bolt block.

Allowances

1. Surfacing of the head face is allowed to achieve required combustion chamber volume or restore the cylinder head from engine failure damage and/or overheating.
2. K Line .030" bronze valve guide inserts are allowed if required and to recondition to standard size from excessive wear.
3. Port matching in the cross hatched area for the inlet and exhaust ports to manifold to a maximum of the 12 mm from the manifold face. Inlet and exhaust ports must be left completely untouched from under the valve seats to within allowed depth from the manifold face.
4. Machining is allowed of the valve spring pad and valve guide outside diameter and length as well as pushrod holes. This will enable spring locators, valve springs, stem seals, valve spring installation height and pushrod clearance to be correctly set up and fitted.
5. Valve seat cutting/grinding is allowed, but the original valve sizes of 2.02" inlet and 1.60" exhaust must be retained. No machining is permitted under the valve seat.

6. No machining is permitted in the combustion chamber. Combustion chambers must be left completely untouched except for original machining by the manufacturer.

ie. No machining, no hard or soft wire brushing, no coarse or fine grinding either by hand, machine or high speed grinder etc, no shot peening, no sand blasting, no glass bead blasting, no water blasting, no hand scraping, no filing, no emery wheels or stones, no acid etching, no chiselling, no hammering or pneumatic peening, no flexi honing, no spark eroding, no removal of any metal by milling machine.

The only exception is the metal between the inlet valve head and the exhaust valve head which may be rounded in case it creates a hot spot.

